

June 15, 2022

Transportation Interim Committee

Utah Department of Transportation
Lisa Wilson, P.E., Deputy Director
Teri Newell, P.E., Deputy Director

Frontrunner and Point of the Mountain



(2) In addition to the other functions, powers, duties, rights, and responsibilities prescribed in this chapter, the executive director shall:

(a) have responsibility for the administrative supervision of the state transportation systems and the various operations of the department;

(b) have the responsibility for the implementation of rules, priorities, and policies established by the department and the commission;

(c) have the responsibility for the oversight and supervision of:

(i) any transportation project for which state funds are expended; and

(ii) any fixed guideway capital development project within the boundaries of a large public transit district for which any state funds are expended;

(9) (a) "Fixed guideway capital development" means a project to construct or reconstruct a public transit fixed guideway facility that will add capacity to a fixed guideway public transit facility.

(b) "Fixed guideway capital development" includes:

(i) a project to strategically double track commuter rail lines; and

(ii) a project to develop and construct public transit facilities and related infrastructure pertaining to the Point of the Mountain State Land Authority created in Section 11-59-201.

The executive director shall:

- Have responsibility for the oversight and supervision of any fixed guideway capital development project within the boundaries of a large public transit district for which any state funds are expended
- Fixed guideway capital development includes
 - A project to strategically doubletrack commuter rail lines
 - A project to develop and construct public transit facilities and related infrastructure pertaining to Point of the Mountain State Land Authority

FrontRunner State Funding

Doubletrack Strategic Sections

\$200m 2021 Session

\$100m 2021 Session

\$ 70m 2022 Session (HB322)

\$370m Total

(4) For any fixed guideway capital development project with oversight by the Department of Transportation as described in Section 72-1-202, a large public transit district shall coordinate with the Department of Transportation in all aspects of the project, including planning, project development, outreach, programming, environmental studies and impact statements, impacts on public transit operations, and construction.

Frontrunner Project



Responsibility for
Oversight and Supervision

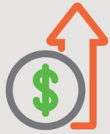


Coordinate in all aspects



Photo by Salt Lake Tribune

WHY IS THIS
IMPORTANT?



**SUPPORT
ECONOMIC
GROWTH**

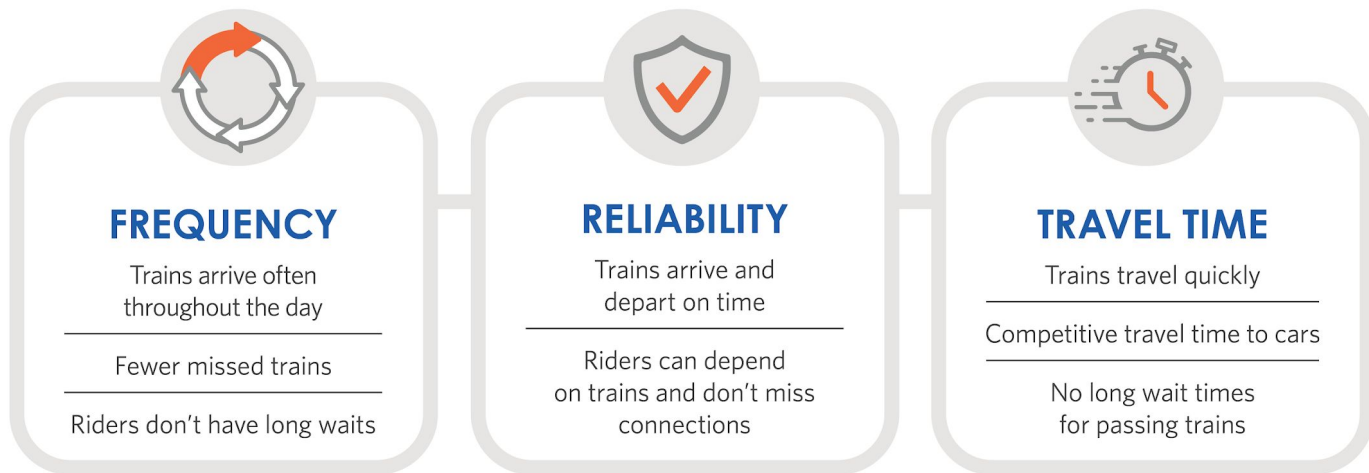


**IMPROVE
AIR QUALITY**

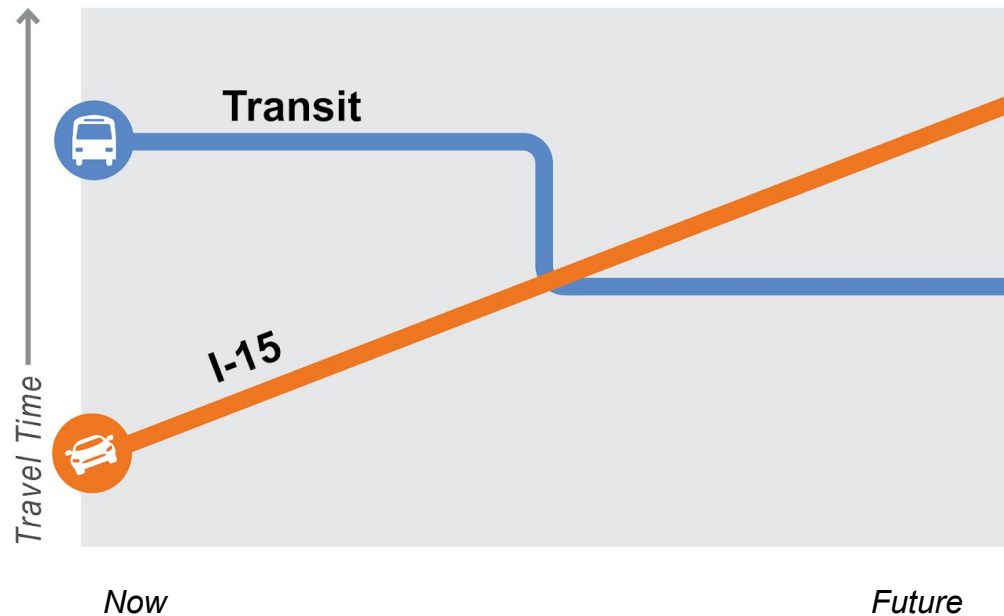


**OFFER TRAVEL
CHOICES**

WHAT GROWS RIDERSHIP?



Travel Time



Considerations



Reliability



**Peak Journey
Time**



**Peak-Hour
Capacity**



**Ridership
Increase**



**Economic
Development**



Air Quality



**Reduced 1-15
Congestion**



Capital Cost



**Operation &
Maintenance**










Schedule



Risks

FrontRunner Project

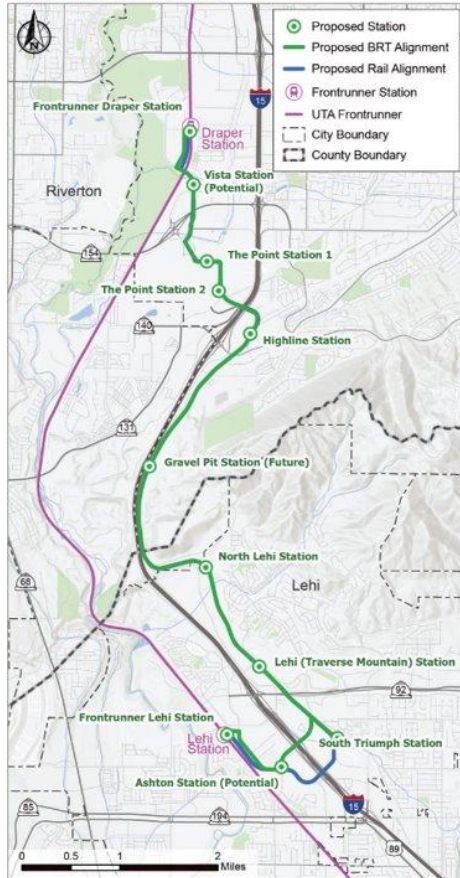
	 Service Description	 Funding	 Improvements	 Frequency
Strategic Double Track	30 Minute All Day Service  All Stops	State	5 Double Track Sections Signal System Upgrades	All-Day: 30 Minutes
Strategic Double Track	30 Minute All Day Service 15 Minute Peak Service  All Stops	Federal	9 Double Track Sections Signal System Upgrades 10 Additional Trainsets	Peak: 15 Minutes Off-Peak: 30 Minutes
Express Service	Express Service  Skips Stops	Federal	9 Double Track Sections Signal System Upgrades 10 Additional Trainsets Station Safety Improvements to Allow for the Trains to Bypass/Skip Stops at Speed	Peak: 15 Minutes (2 local, 2 express) Off-Peak: 30 Minutes

Point of the Mountain



Point of the Mountain Transit

Proposed BRT and Rail Alignments



HB 322 – directed an alternatives analysis for bus rapid transit and rail options

Next steps:

- Advance engineering for BRT and rail
- Develop operations plans, facilities and costs
- Refine cost estimates with third party validation
- Consider ridership, funding, implementation, and timing considerations

Point of the Mountain Transit

PROJECT DEVELOPMENT PROCESS



Point of the Mountain Transit

Environmental Assessment

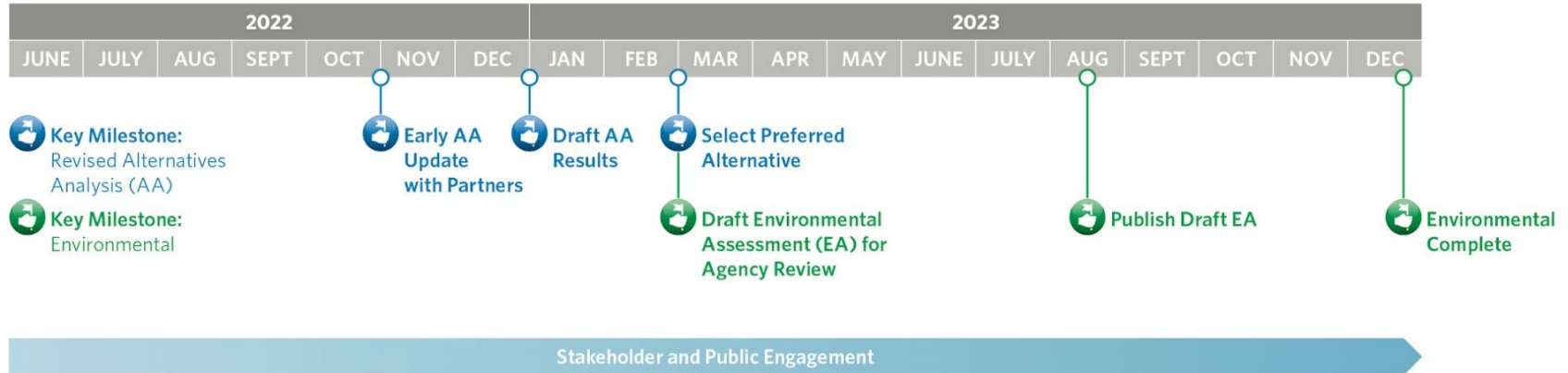
Covers three alternatives

- Bus Rapid Transit
- Light Rail Transit
- FrontRunner compatible rail (e.g. DMU, EMU)

Considers maintenance facilities

Follows federal process to allow for potential federal funding

Point of the Mountain Transit



Transit Plan



